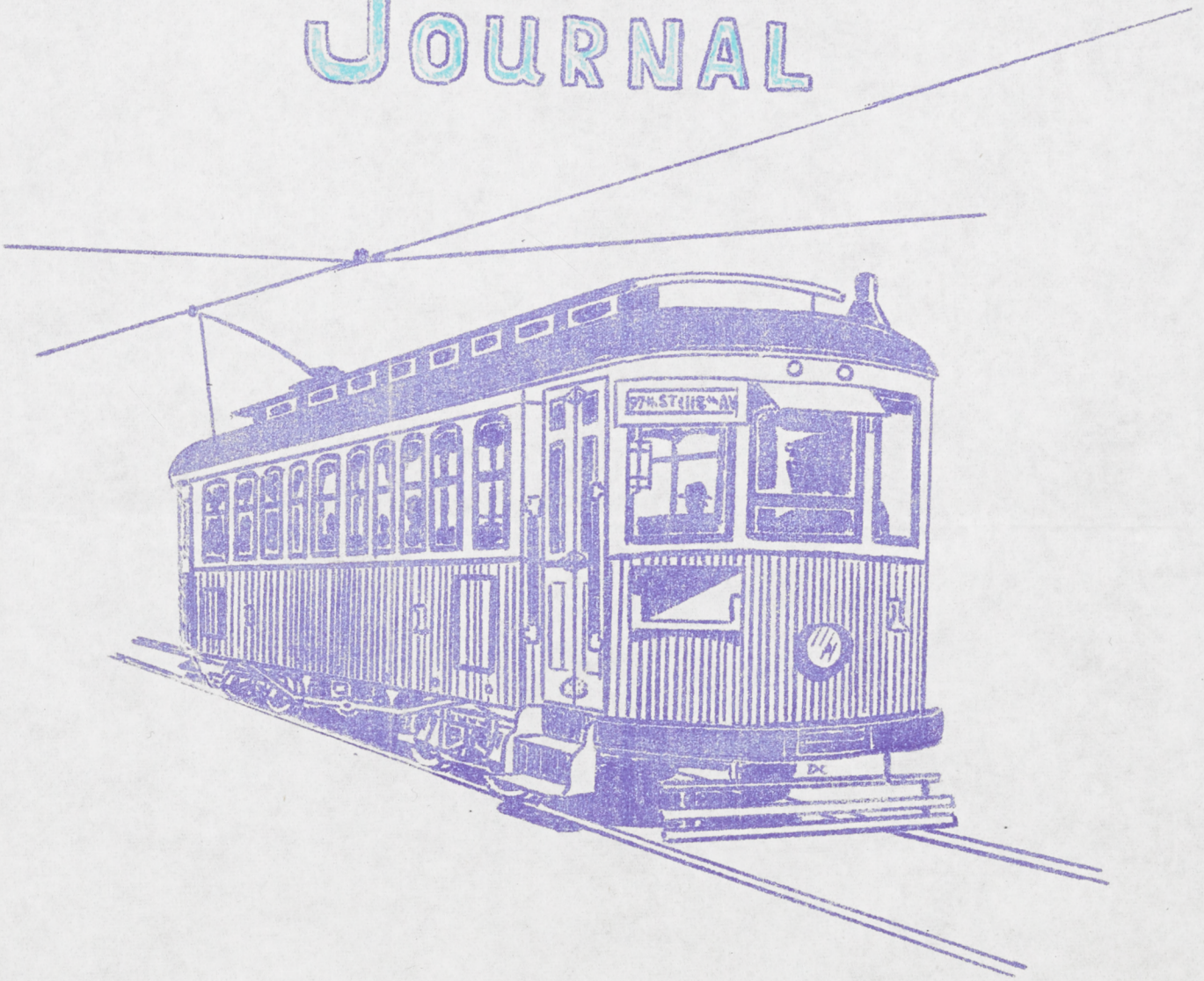
ALBERTA RAILWAY JOURNAL



CANADIAN RAILROAD HISTORICAL ASS'N

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ALBERTA RAILWAY JOURNAL.

The Jounal of the Rocky Mountain Branch of the Canadian Railroad Historical association.

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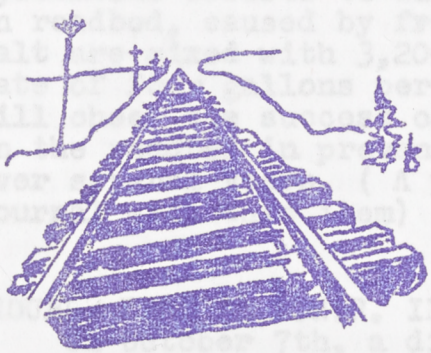

TRAIN ORDERS FOR THE NEXT MEETING * * * *

Our next regular meeting will be held on November 8th. and will feature an on-the-spot talk on the C.T.C. Panel at the C.N.R. Panel on 101 Street. Some of our members have been through the panel before however there has been quite a bit of expansion recently with the extension of C.T.C. through to Miette. The people who man the panel have consented to give us this illustrated lecture and as a group, we all should make a real effort to get out to this meeting. There is nothing more discouraging to a speaker than to have a poor turnout. Please showup. Thank you.

We are asking anyone who has any $$ money collected from the raffle or has any bills from any money spent on behalf of the CRHA to turn these in as soon as possible.

STOP PRESS! Please meet at the SOUTH DOOR of the YARD OFFICE. There is plenty of parking west of 101st. Street (and also NORTH of the tracks).

LOCAL NEWS

"TRUCK TAKES TO TRACKS" - Edmonton Journal October 13th. 1965

Sharing the rails with the CNR passenger trains are unglamorous tank trucks. These trucks, which can be used on roads as well as rails have been used in an experimental process designed to reduce the effects of freezing weather on tracks. In the projects, a highly concentrated solution of brine was pumped under pressure into the roadbed beneath the railway ties. The tests were conducted near Hinton and Wainwright in Alberta and Prince George in B.C. They are part of the CNR's systemwide efforts to eliminate the problems of "frost heaving" in roadbed, caused by freezing of ground water. Five tons of salt are mixed with 3,200 gallons of water are pumpod at the rate of four gallons per foot into the roadbed. CNR engineers will check the success of the use of salt and other chemicals in the roadbed in preventing frezzing. The testing will continue over several years. (A photo of this truck appeared in the Journal with this item)

TROUBLE FOR THE C.N.R. IN THE MOUNTAINS -

On October 7th, a diesel locomotive overturned and four cars were derailed when a seven-car CNR passenger train hit a rock slide six miles west of Jasper. The derailment ripped out 300 feet of track and injured the engineer.

The following week, a mud slide covering the CNR right-of-way west of Boston Bar, B.C., kept trains between Edmonton and Vancouver late for many hours. The slide, desribed as 125 feet long and reaching a height of 7½ feet in the centre, forced CNR officials to reroute rail traffic over CPR trackage from Boston Bar to New Westminster while buldozers and scoopmobiles cleared the track.

NEWS FROM THE C.P.R. -

The CPR is not without its troubles either. The Edmonton Jounal of October 21st. reports a derailment of no less than 25 cars of a CPR freight train near Wolsey, Saskatchewan and kept the CPR's main line blocked all day and caused delays in the schedules of most of the east or westbound passenger trains.

And speaking of CPR passenger trains, Eric Johnson has given us a consist of the much discussed "Dominion". This is what the train(?) consisted of as it headed west out of Field B.C. on Monday, October 11th. - No. 1417 DPA 15b "A" Unit, No. 4743 Baggage Car, No.2238 and No. 2295 coaches, and the "Van Horne" business car. A few days later, it wasn't much better when seen at Lake Louise, Sunday October 17th heading west. This time it was pulled by No. 8508 GP7/9 with No. 4719 Baggage next followed by only two cars, No.'s 2146 and 2245. We've got more equipment at the CRHA than that!

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BUSINESS BOOMING; RAILWAY EXPANDING -

N.A.R. Changes Station To Dunvegan Yards.

Again we are hearing news from the NAR and the October 21st Edmonton Journal prints the following:

Northern Alberta Railways' business is booming and it's reflected in the expanded facilities at Dunvegan Yards station.

Effective, November 1st, the station becomes the sole terminal for all trains operated by the NAR into and out of Edmonton.

Passenger trains currently originate and terminate at Canadian National Railway's station in Edmonton.

The change is being made to consolidate passenger train terminal operations with highway vehicle and piggyback terminal facilities, according to Kenneth Perry, NAR general manager.

Establishment of Dunvegan Yards as the only terminal station in Edmonton will eliminate the intermediate station delays due to picking up and setting off express and baggage cars which have occured since July 15 when NAR's freight-express terminal was moved to the new yards.

NEW BUILDING

Moving the passenger service coincides with the construction of a new $60,000 terminal building which is nearing completion.

The one-storey building will contain freight offices as well as offices for the supervisor of operations, two roadmasters, the agent and yardmaster.

Increased demands for the service resulting from the opening of Pine Point and the development of Great Canadian Oil Sands Limited's property, 20 miles north of Fort McMurray has provided the impetus to get a $3,000,000 program of improvements underway of which the Dunvegan facilities are a major part.

NEW SCHEDULE

Winter passenger train schedules which will become effective November 1st will be:

Train No. 7 leaves Dunvegan Yards at 10 P.M. Monday and Thursday; arrives at Waterways (Fort McMurray) 8:20 A.M. Tuedays and Friday.

Train No. 8 leaves Waterways (Fort MacMurray) at 8 P.M. Tuesday and Friday; arrives at Dunvegan Yards 6 A.M. Wednesday and Saturday.

Train No. 1 leaves Dunvegan Yards at 7 A.M. Tuosday and Thursday and arrives at Dawson Creek, B.C. at 10:05 P.M. Tuesday and Thursday.

Train No. 2 leaves Dawson Creek, B.C. at 7:30 A.M. Wednesday and Friday; arrives Dunvegan Yards 10:10 P.M. Wednesday and Friday.

THE ONTARIO NORTHLAND

by Doug Yuill

The January 1960 issue of TRAINS magazine ran an article called "Diesel to Desolation" and it is from this article and my own knowledge that I will attempt to describe what is, to me, one of the most interesting of the Canadian Railroads.

In 1900, the Ontario Government apprppriated $40,000 for a railway survey for a line from North Bay to the settlements in the clay belt of the New Liskaerd-Haileybury area, a distance of 114 miles. In 1902, the line was named the "TEMISKAMING and NORTHERN ONTARIO. Progress on the construction of the line was spurred on by the discovery in 1903 of the world8s richest vien of silver at Cobalt, and by 1905 the line to Haileybury was completed. By 1908 the line had reached Cochrane and so had connections at both ends to the CNR system. Hardly had the last spike been driven when gold was discovered at Porcupine. The railway was happy to extend its operations by building a spur from Porquis Jct. and this line was extended to Timmins, thereby showing its willingness to build wherever northern development required and warranted. In 1923 constuction was started on the branch to Kirkland Lake with its famous 'Mile of Gold' and by 1927 this line had been extended to the Rouyn-Noranda area of Quebec province. By 1932, the last of the main construction was completed when the rails reached Moosonee on James Bay, a task which took ten years to complete. In 1946, the line was renamed the ONTARIO NORTHLAND. (Ontario's Development Road), though I suspect the reason for the change was not as suggested by TRAINS, that their rolling stock was ending up in the realm of the Texas and New Orleans, a Southern Pacific subsidiary.

The official railway guide lists the ONR as having 556 miles of maimline trackage, of which 165 miles is controlled by automatic block. These figures are suspect since they are now several yaesrs old, and the ONR had planned to complete the installation of automatic blocks in 1965 and to begin the installation of CTC. The line employes 2366 persons, and operates 48 48 locomotives- (44 road haul and 4 switchers) to move 1298 freight cars, 57 passenger cars, 38 cabooses, and 235 miscellaneous cars.

Some examples for the tonnages over the line are as follows: Each twenty four period sees 160 cars of newsprint being handled at North Bay. This tonnage originates at Kapuskasing, Smooth Rock Falls, and at Iriquois Falls

and represents 25% of the Canadian total of newsprint production. Pulp, Lumber, Pyrites, Concentrates, Cement, Copper and farm produce combine with the above to produce some 2000 to 2600 cars a day through the North Bay yards of the ONR. Such volume calls for 51 scheduled trains a week, 39 of them having a frequency of five times a week or more.

The ONR owned 75 steam engines at various times and of these, only two were second hand. (PLE 10 wheelers). All other locomotives were designed and build specifically for the ONR. Mikados, Pacifics and Northerns were all in use on the line for long priods of time, most of them designed by the lines own men, and built in the Kingston or Montreal shops. Smoke lifters were a characheristic of the ONR and the 1100 series light 4-8-4's were a graceful engine indeed with their streamlining and the long smoke lifters. By 1951 the first of the Northerns were on their way to scrap, and by 1957 steam was dead on the line.

Most ONR passenger equipment is second hand but is kept in impeccable condition. Many cars are completely rebuilt in the Coach Shops at North Bay to fit them for the specialized requirements of the ONR. The coach shop itself is a marvel of efficiency. It is not unusual to find a crew at work stripping an old coach down to its metal frame and rebuilding it as well as converting it from the trucks upward. Including in the shops are the upholstery section, complete wood working facilities, metal working shop, glaziers etc., all staffed by men who have been with the ONR all their working lives. The ONR purchased three Pullman built stainless steel coaches from the Bangor and Aroostook when that line went out of business (passenger) and have added to these a home built restaurant car, also sheathed in aluminum siding. This restaurant car was the first of its kind on the North American continent, and coupled with a sweeping price reduction in the costs of lunches on board the trains, the ONR has made meal service a paying business and has retained a paying proposition in passenger service generally. The ONR pools its passenger equipment with the CNR for the run from North Bay to Toronto and this has undoubtedly helped to maintain the present favourable level of passenger traffic. Red, White and Blue fares have also helped!

The ONR is the proud possessor of many firsts in North Ameriaan railroading practice. It was the first road to use radio, and all trains now have Engine to Van communications by this method. As well, both the North Bay and the Englehart yards are radio equipped. Copying an idea from the NYC, the ONR was the first line to use boosters on steam engines in mainline service. The ONR paced Canada in the use of steel passenger equipment and in the use of roller bearings on such equipment. She paced the world in the use of exploded staybolts in fireboxes, nickel-clad tube sheets in boilers and Monel metal safe ends on boiler tubes. She pioneered the use of a supersonic reflectoscope for wheel

inspection, and she was the first to use nickelclad fire-boxes and nickelsilver locomotive frames.

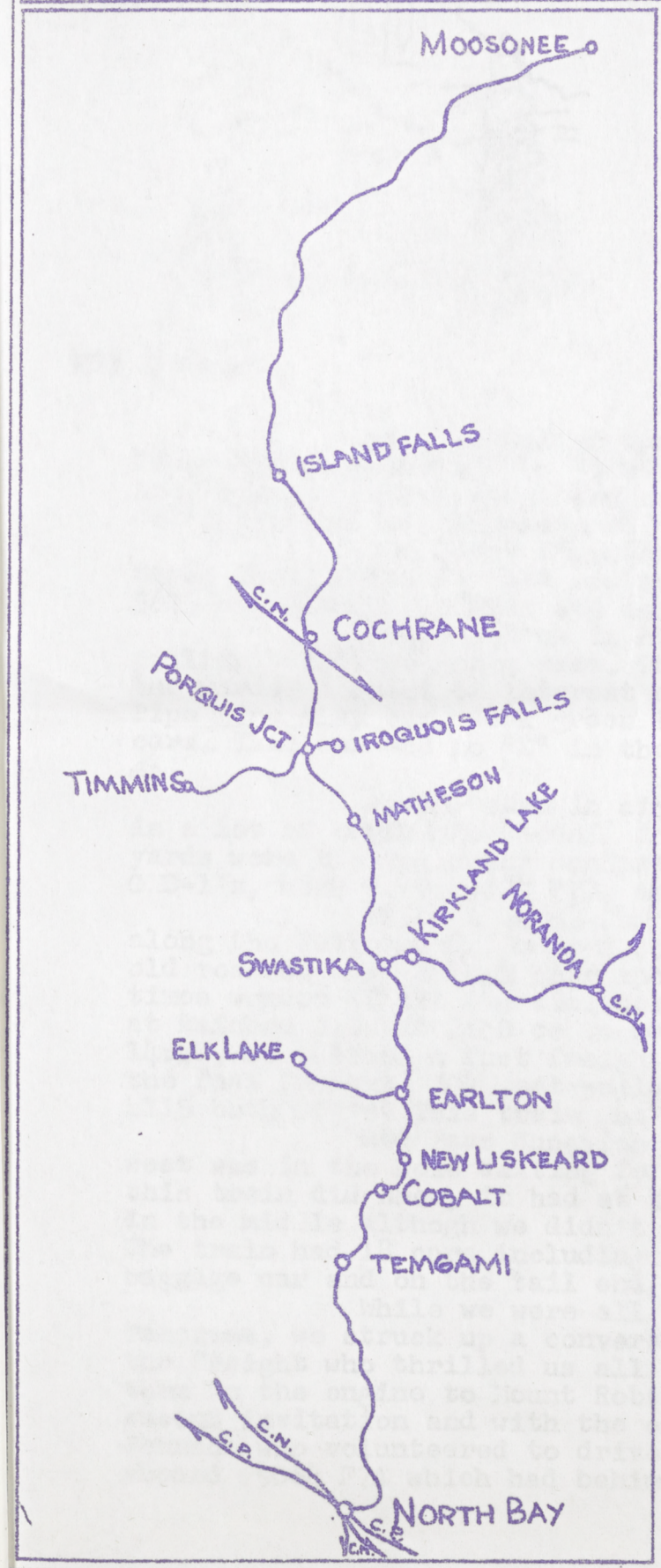
Plans call for the purchase of 1800 one hundred ton Timken bearing cars for ore haul from Moosomee, and a possible extension to Georgian Bay on Lake Huron to give access to this ore to a toll-free route to the mills in Toledo and Pittsburg. By this year, all mainline rail is to be 115 pound and the installation of CTC is to commence. Roumours still crop up of the possible use of electrification to utilize the power sources available from the rivers emptying into James Bay.

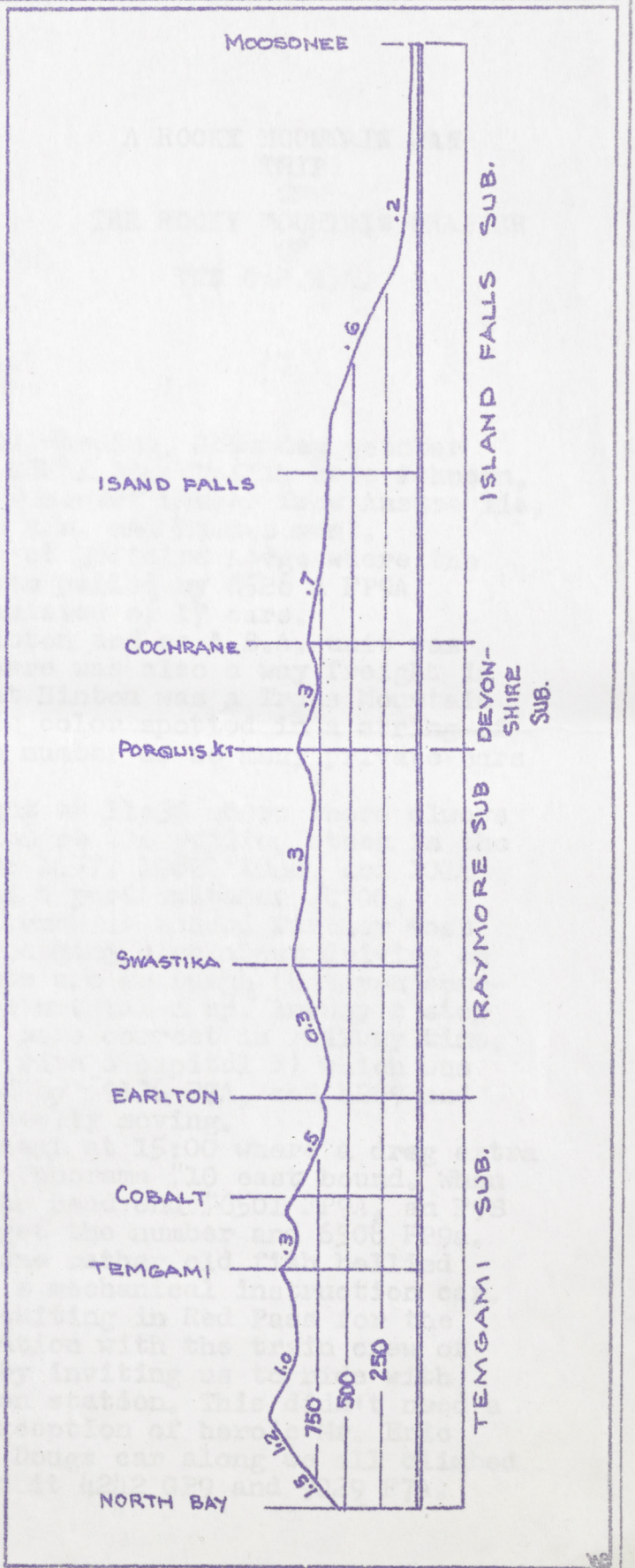
The railroads' facilities are excellent. Its diesel shops were constructed at North Bay in 1953 and incorporated the first electric drop table to facilitate the changing of locomotive trucks. The diesel shops and indeed the whole North Bay operation merits a visit.

On the next page are a map of the ONR operation which may be of some help in understanding the operations and the development of the line. Also shown is a profile of the line showing its grades and distances for those of you who are students of such data.

The ONTARIO NORTHLAND RAILWAY is a most interssting line It employees are among the most freindly and hospitable that I have ever met. Its trackage is readily accessible in North Bay and I know that you will be well received and thoroughly impressed by Ontario's Development Road. Make a note to drop in and see them whenever you are in that area.

MAP AND PROFILE OF THE ONTARIO NORTHLAND RLY.





Mt. Robson

A ROCKY MOUNTAIN FAN
TRIP
OF
THE ROCKY MOUNTAIN CHAPTER
OF
THE C.R.H.A.

On a beautiful fall morning, Saturday October 23rd., five members of the local CRHA: Doug Yuill, Eric Johnson, Eric Smith, Clayton Jones and our newest member from Austra lia, Colin Manning left Edmonton at 8 a.m. and headed west.

The first stop was at Medicine Lodge where the Super Continental #2 East was seen pulled by 6528 a FP9A, 5613 and 5606 both F9B's and consisted of 17 cars.

10:40 put us in Hinton and an A.B.A. unit was pulling a freight going west. There was also a way freight in the yards. A point of interest at Hinton was a Trans Mountain Pipe Line flat car, dark green in color spotted in a string of cars. This car had no "X" in the number as so many private cars do.

Jasper came in sight at 11:30 where there always is a lot of equipment around. Amongst the rolling stock in the yards were the following engines: 1057, 1002, 1048, and 1014 GMD-1's, 4824 GP-7, 9039 F7D, and a yard switcher FM900.

After a break for lunch we headed further west along the Yellowhead. There's something nice about driving on old roadbed even though some spots are so rough that you sometimes wonder if all the ties were not taken up. Anyway a stop at Rainbow B.C. at 2:40 or to be more correct in railway time, 14:40, we watched a fast freight (with a capital F) which was the fast freight #304 East pulled by #9136 F7A, and 4289 and 4115 both GP9's. This train was really moving.

Red Pass Junction next at 15:00 where a drag extra west was in the hole waiting for Panorama #10 east bound. When this train did show, it had at the head end #6501 FP9A, an F9B in the middle althogh we didn't get the number and 6508 FP9a. The train had 18 cars including one rather old fish bellied baggage car and on the tail end, a mechanical instruction car.

While we were all waiting in Red Pass for the Panorama, we struck up a conversation with the train crew of the freight who thrilled us all by inviting us to ride with them in the engine to Mount Robson station. This didn't need a second invitation and with the exception of heroic Mr. Eric Johnson who volunteered to drive Dougs car along we all climbed aboard #9064 F7A which had behind it 4242 GP9 and 9029 F7A.

The engineer informed us that he was pulling about 10,000 tons and we estimated that the train had about 80 cars in the makeup, many of these cars being hopper cars. From the cab of the engine as well as from the outside step of the third engine, a wealth of picture taking opportunities were available to us.

After a most enjoyable ride to Mount Robson where the train was brought to a stop just so we four could detrain, we bid the train crew ggodbye and took more pictures. Some of these pictures included several excellent shots of Mount Robson completely clear of any clouds. This may have been due to the lateness of the year as the weathor there was lovely and crisp.

We should mention here though that at Foster, a station between Red Pass and Mount Robson, we passed a way freight in the hole for us which had as its' motive power a GP7, #4801.

Tete Jaune Cache was the furthest point driven that day and after refuelling and refreshments, we headed east again. At 16:45 we sighted again at Mount Robson lookout, a cab unit and a Geep, another fast freight heading west.

Around Wynd, about four miles west of Jasper, the Super Continental #1 West passed us. This was at 18:15 and since it was quite dark by this time, we were unable to see the engine numbers although it was an A-B-B unit and was made up of 18 cars. It was a pretty sight though to see that string of lights snaking its' way along through the darkness.

Lastly, at Edson we spotted in the yards, #9135 and two Geeps which made an extra freight west. It was interesting to note that 9135 still had the old color scheme.

All in all, it was a most enjoyable weekend and I'm sure that everyone enjoyed themselves very much. I know I did.

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